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Hongkong, 5th February, 1910. 265

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications shall be forwarded in other papers will be received.

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The Daily Press.

HONGKONG, FEBRUARY 14TH, 1910.

The fact that no statesman in China has exhibited any marked capacity for intelligently directing the reformation which is taking place in the country is one that has been freely commented on, because the need of such a man at this important crisis in the history of China is so very obvious. Some what obscure sentences in recent Imperial Edicts relating to the preparations for constitutional government in China have suggested to our minds that the Prince Kuan has a correct appreciation of that need, and this impression is now confirmed by a report that His Imperial Highness contemplates granting to Kang Yu-wei and his followers at any early date a free pardon and to enlist the services of these progressive men in the great experiment on which the empire is about to embark. The report has it that this desire of the Prince Kuan is fully shared by the Grand Councillors, and that with their approval His Imperial Highness intends to issue a decree to the above effect after the New Year festival.

No one who has the slightest acquaintance with the growth of the Reform movement in China will need to ask, Who is Kang Yu-wei? To him more than to any other the Reform movement in China owed its origin and its steady development, for though he was compelled ten years ago to flee from the country, he has all the while continued to direct the organization from a safe asylum abroad. Kang Yu-wei in the Eighties was a Junior Secretary of the Board of Works and a

Secretary of the Tsungli Yamen. There was at that time a little coterie of young men in the Capital who were aware of modern necessities, and in some way or other the late Emperor was brought under the influence of their political doctrines. Edicts commanding various administrative reforms began to issue from the Throne with astonishing frequency and just as the Emperor was selecting a "Council of Ten" to meet in the Throne-hall daily to advise him regarding these reform measures, the hand of the clock of progress was suddenly set back by the late Empress-Dowager's usurpation of the Throne. Having first made a clean sweep of all the advocates of progress, vigorous measures were taken to undo all that had been done in the reign of Kwang-Su. Kang Yu-wei was proscribed and ordered to be sliced to pieces at the moment of capture. He found a safe asylum, however, and communicated to the native papers of Shanghai secret edicts addressed to him by the deposed Emperor, one of which read: "Unless we adopt Western methods it is impossible to save our Empire; unless we remove the old-fashioned Conservative Ministers and put in their stead young and intelligent men possessed of a knowledge of Western affairs, it is impossible to carry out the reforms we had intended." The same need is felt in China to-day, not perhaps to the same degree, for the consequences of the Boxer rising taught the conservative statesmen, as it taught the late Empress-Dowager, that the salvation of China lies precisely in the direction to which the reforms so rudely repressed in 1898 all tended. But China lacks capable leaders, and the Throne now turns for help to the man who has all this while been obliged to seek a safe asylum in a foreign land.

This report that Kang Yu-wei is about to be pardoned and invited to play in China the rôle that Iro played in Japan, will doubtless recall to many in Hongkong very similar circumstances in 1908. Kang Yu-wei had sought a haven of refuge at Darjeeling in India. For a short time previously he lived in Hongkong, but never felt free from assassination here. After an absence of five years an Imperial summons to Peking reached him at Darjeeling signed by His Majesty Kwang-Hau. Optimist as he always was, Kang took the summons at its face value and travelled as far as Hongkong on his way to the Capital. Here he was disillusioned by his friends, who were fully persuaded that Kang would be putting his head into the lion's mouth if he trusted himself to the mercy of the Chinese Court, and they were able to satisfy him that the summons was either a forgery or else was signed by the pliant Emperor under compulsion.

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Kang took the next steamer to Singapore. He has been heard of since in Canada. Where he is now we do not know, but it is certain that during the whole period of his exile he has kept in constant touch with the organization which he created to promote reform. Financial support for the movement has never been lacking, and one of the leading measures in the organization plan of campaign has been the establishment of Chinese newspapers, the reformers regarding them not as a source of profit—much money has, we understand, been lost in some of the enterprises—but as a means of instructing the people and giving them an interest in the affairs of State. Undoubtedly the reform movement has made great progress in China within the last five years, and if the expected Edict is published Kang Yu-wei could return to his native land to-day with far more assurance of security from treacherous betrayal than he could have done seven years ago.

A sale of work promoted by the serving party in connection with the mothers' Union takes place this afternoon at St. Paul's College.

His Excellency the Governor has been pleased to appoint Captain G. G. Wood, of the Hongkong Volunteer Corps, to be his honorary A.D.C.

Mr. G. N. Orme, Assistant Land Officer for the New Territories, Southern District, has also been appointed Police Magistrate for the same district.

Sir John Jordan, the British Minister at Peking, was ill of pneumonia at the beginning of the month, and a Peking contemporary stated that much anxiety was felt.

The current Gazette publishes rules made by the Governor-in-Council relating to the examination of masters and mates in the mercantile marine, which supersede the previous rules in force.

This evening in the Union Church Hall at 9 o'clock the Literary Club will hold a discussion on "The Chow of Useful Books." Short papers will be read by Mrs. W. J. Williams, Miss H. Mr. Frank Brown, and Mr. M. S. Northcote.

At a meeting of the Senate Board to be held to-day further notice by the Head of the Department will be considered relative to an application for an effective trade license for No. 9, Clarence Terrace. A proposal for the re-distribution of boats and boat stations will also be considered.

An extract of meteorological observations made at the Hongkong Observatory during the month of January shows that the average maximum temperature for the month was 65.1 and the minimum 57.8 degrees. During the month there were 141.1 hours of sunshine, and the rainfall was 235 mm. in total.

Copy of an Order of the King-in-Council, made under section 4 of the Merchant Shipping Act, 1906, and providing that French ships in port of the United Kingdom shall be exempt from the provisions of the Merchant Shipping Act of 1904, relating to life-saving appliances, on proof that they have complied with French regulations, is published in the Government Gazette.

The Rev. Cyril Bickersteth will speak at the following services and meetings during his visit to Hongkong—Ember Day, Saturday, 19th, Special service in St. John's Cathedral, 5.30 p.m. This service is specially intended for Church Workers, but will be open to all. Second Sunday in Lent, February 20th, Matins and Holy Communion, 11 a.m., Evansong, 5.45 p.m. Special Service (Men only), 9 p.m. Monday, February 21st, Meeting in City Hall (Men only), 5.30 p.m.

For some time, says the Shashching correspondent of the N. C. Daily News, there have been persistent rumours that Italy had designs upon Chekiang and had already her men-of-war at hand in case of need. It is difficult to find out what has given rise to such rumours. At a meeting of the Patriotic Society recently it was agreed to telegraph to the Imperial Government asking it resolutely to prevent Italy from opening up settlements or trading in this province.

THE JAPANESE VISITORS.

The booming of big guns about half-past ten on Saturday morning announced to the expectant community that the first Japanese battleship squadron under the command of Vice-Admiral Baron Kamimura had arrived, and eyes were turned towards the harbour to catch a glimpse of the six steel-painted vessels as they slowly steamed into port, and took up their moorings in the eastern anchorage, with the exception of one, which had to be berthed in the mercantile anchorage. Salutes were fired and acknowledged, and then Mr. Funatsu, H.I.M.'s Consul, boarded the flagship, being followed by a representative delegation from the local Japanese community. After the formal presentations a pretty ceremony was witnessed when a distribution of five thousand souvenir bags, the gifts of the Japanese community in Hongkong, was made to the sailors. With each bag was a guide book to Hongkong compiled by the staff of the Hongkong Nippon.

THE LANDING AT BLAKE PIER.

Shortly after 3.30 p.m. on Saturday afternoon Vice-Admiral Kamimura and his staff landed at Blake Pier. A guard of honour drawn from the Buffs awaited the distinguished sailor at the foot of the pier in Connaught Road, while the crowds were filled with righteous Captain Mitchell-Taylor, A.D.C. to His Excellency, and the Japanese Consul awaited the visitor at the landing stage. The booming of guns announced the departure of Baron Kamimura and his suite from the flagship, and it was nothing before they landed and were welcomed ashore at Blake Pier. As the Admiral reached the shore end of the pier the guard came to the salute, and the band struck up a stanza of the Japanese National Anthem. The time taken to play this gave the visitors a good opportunity of inspecting the renowned Admiralty, and the click of the cameras was frequently heard from the ranks of the crowd. After inspecting the guard the visitors proceeded to Government House, where they were received by His Excellency the Governor.

Shortly afterwards the Admiral and his suite returned to the Shishihine, and later His Excellency Sir Frederick Lugard, accompanied by Captain Mitchell-Taylor, A.D.C., and Captain Simon's Private Secretary, cast off in the Government launch Victoria from Murray Pier to return the call.

THE VISITORS' ENTERTAINMENT.

On Saturday evening the Japanese Commander-in-Chief and his suite were entertained to dinner on board H.M.S. "Tamar," and afterwards proceeded to the City Hall, where a reception was given by Convoy Funatsu and the Committee of the Nippon Club to a large number of residents who had been invited to meet the Admiral. His Excellency shook hands with the visitors. Mr. Funatsu introducing each to Baron Kamimura. Among the guests were H.E. the Governor, H.E. Admiral Sir Hedworth Lambton, H.E. Major-General Broadwood, and Commodore Lyon, while members of the Consular body were also in attendance. The stairway and the halls were lavishly decorated with hunting, and in St. George's Hall the band from the flagship Shishihine discoursed selections. It played the National Anthem on the entrance of the Governor and followed with the Japanese National Anthem. In the same hall was erected a small stage, and here a number of Japanese boys sang native songs, played the sunshin, and danced their native dances. Their costumes and elegant posturing were much admired, and their performance of the dancing, in which the customs of Great Britain and Japan were introduced, was received with applause, as was also the pretty choral singing. Another interesting item was the singing of martial songs by a large group of officers from the ships. The band played selections from European composers, and they afforded an opportunity to the Europeans to enjoy a

warm commendation of the performance of the musicians were heard on all sides. The Japanese, who have nothing to learn in the way of hospitality, had made elaborate preparations for the entertainment of their guests, and refreshments were provided on a liberal scale. The reception was a most enjoyable event.

Yesterday there were no official engagements, and large numbers of the visiting spent the day sightseeing. To-day the Japanese Admiral will be entertained to dinner by Major-General Broadwood and officers, and later he and his officers will attend the ball given by the Commander-in-Chief and officers of the King Alfred, Baron Kamimura will be the guest of the stowards of the Hongkong Jockey Club on Tuesday, and at night will be entertained to an official dinner at Government House. It is probable that the Japanese Admiral will give a reception on the 16th or the 17th instant, and it is expected the Squadron will leave for the North on the evening of the 17th.

THE ADMIRAL.

His Excellency Vice-Admiral Baron Kamimura entered the Imperial Japanese Navy while quite young. During the Japan-China war of 1894-95 he was in command of the cruiser Akitsushima, and four years later was appointed captain of the battleship Asahi. In 1903 he was promoted Vice-Admiral, and was in command of the second Japanese squadron in the late war. This squadron operated in the north and succeeded in sinking the British and seriously damaging the Crombie, and the Bessie in their attempt to escape from port.

COMPANY MEETINGS.

HONGKONG ROPE MANUFACTURING CO. LTD.

The twenty-sixth ordinary annual meeting of shareholders in this Company was held at the Company's office, St. George's Building, at noon on Saturday. Mr. R. Shawan presided, and there were also present Messrs. H. P. White and D. W. Cradock (Consulting Committee), R. W. Lee-Jones (secretary), A. Babington, J. A. Young and C. Klink.

The Secretary read the notice convening the meeting.

The CHAIRMAN said.—Gentlemen, — The report and accounts are in your hands, and you will have seen from them that we are able to pay a final dividend of one dollar per share after placing \$20,000 to reserve fund, which I trust is satisfactory to you. I have little comment to make on the year's business in rope, which followed an even course throughout and shows no particular feature of interest. But the hemp market took a sudden rise towards the end of the year and has not yet gone back to last year's average, fine grade being especially scarce and dear at present.

The quality of our rope has been well maintained and continues to give complete satisfaction to all our dealers and customers.

As to sales the demand last year was rather better and shows no sign of falling off during the coming twelve months. Business generally is undoubtedly improving, even shipping, and any improvement there will no doubt later on be reflected on our particular product, the shipping trade being, of course, our most important customer. Altogether our prospects are good enough now, and we shall be disappointed if we have to report any falling off this time next year. There is nothing in the accounts that requires special explanation, but I shall be pleased to answer any questions that shareholders may like to put with reference to them. You will notice that rope on consignment is larger, but that is simply because we have had to increase our stocks at some places. Accounts due from sundry debtors have also increased, but there is none about which we are at all doubtful.

No questions were asked, and the report and accounts were adopted, on the motion of the CHAIRMAN, seconded by Mr. CRADOCK. It was proposed by Mr. BABINGTON, seconded by Mr. KLINK, and agreed that Dr. J. W. Noble and Messrs. H. P. White and D. W. Cradock be re-elected members of the Consulting Committee.

Mr. WHITE proposed the re-appointment of Messrs. H. W. Hutton-Potis and A. O'D. Gourdin as auditors.

Mr. YOUNG seconded, and the motion was agreed to.

The CHAIRMAN.—That is all the business, gentlemen I am obliged for your attendance. Dividend warrants are now ready.

CHINA LIGHT AND POWER CO. LTD.

An extraordinary general meeting of shareholders in this Company was held at the office of the General Manager, Messrs. Shaw, Toms and Co., on Saturday morning. Mr. R. Shawan presided, and there were also present Messrs. H. P. White (member of Consulting Committee), D. H. Young (secretary), J. A. Young, E. W. Terry, A. Babington and A. G. Gordon.

The Secretary read the notice calling the meeting.

The CHAIRMAN proposed that the following resolution be confirmed:—"That the capital of the Company be reduced to \$100,000 dollars, divided into 50,000 shares of \$5 each and 50,000 special shares of \$1 each, and that such reduction be effected by paying off to the holders of the 50,000 shares of \$10 dollars each the sum of \$5 dollars per share, as capital in excess of the company's wants, and by reducing the nominal amount of each of the said shares from 10 dollars to 5 dollars and that upon such reduction taking effect the company shall declare and pay out of its undivided profits a dividend of 50 cents of \$5 dollars per share on the 50,000 shares of one dollar each."

Mr. YOUNG seconded, and the motion was carried unanimously.

The CHAIRMAN.—That is all the business, gentlemen. Thank you for your attendance.

TELEGRAMS.

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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

A FRENCH SHIPPING DISASTER.

LONDON, February 12th. The French Transatlantic liner "General Chanzy," from Marseilles to Algiers, has been lost on the coast of Majorca.

LATER.

The first reports stated that only one passenger had been saved, but later news shows 57 passengers and 47 members of the crew saved.

THE MISSING "LOODIANA."

LONDON, February 12th. The "Itala" has returned to Mauritius, having visited Cargados and searched southward of Mauritius towards Reunion. She found no trace of the "Looldiana."

RUSSIA AND PERSIA.

LONDON, February 12th. Reuter's correspondent at Teheran states that refusal of Russia to discuss the question of the presence of Russian troops in Persia has caused irritation in Teheran, where a continuance of foreign military occupation is regarded as indefensible.

THE FLOODS IN FRANCE.

LONDON, February 13th. The Bank of France is advancing on Government guarantee four million pounds sterling for five years, without interest, for the benefit of small manufacturers and traders who have suffered by the floods.

Other Banks are co-operating in the loan.

I.N.C. DAILY NEWS SERVICE.

A DIPLOMATIC APPOINTMENT.

PEKING, February 6th. Monsieur W. J. Oudenijk, Counsellor of The Netherlands Legation, a capable and popular official, has been promoted Minister and appointed to Persia.

OPIUM CULTIVATION IN SZECHUAN.

CHUNGKING, February 6th. An investigation by missionaries of the entire province of Szechuan in connection with opium-growing has just been completed. Their reports, which have been placed in my hands, show conclusively that cultivation has almost completely ceased. My independent inquiries confirm these reports.

Correspondent.

VOLUNTEER SMOKING CONCERT.

A smoking concert was held at the Headquarters on Saturday night, and was attended by a goodly number of members and friends. Messrs. Ayris and White opened the proceedings with a dance, which was exceedingly well rendered and heartily enjoyed; all the solos and duets of these gentlemen met with considerable approbation and all were rendered in very fine style. The versatility of Mr. Loechene proved to be an entertainment in itself. His songs, recitations and story-telling were greatly appreciated, and it was only after repeated encores had been responded to that this popular artist was allowed to vacate the board. The topical songs of Gunner Wilkins and the sentimental and semi-comic of Cyril Bullock and Mr. Keating, of H. M. S. Bayford, added to the enjoyment of the evening. A special feature of the entertainment was the dancing of Private Foyer. An enjoyable evening ended with votes of thanks to Mr. White, the accompanist, and the various artists, and the singing of "God Save the King."

The incident that was responsible for the accident, however, ended in a sad accident. It occurred on the Kailuohu line, which is a branch of the Peking-Hankow trunk line, and is still under Belgian management. Natives living in the vicinity of the line took away a few dozen bolts attaching the rails to the sleepers on the bridge spanning the Kailuohu.

Shortly afterwards a goods train carrying a French guard and a native train steamed on to the bridge. The rails sprang over into the river. All the men on the train were drowned.

RANDOM REFLECTIONS.

I hope you have been able to say it correctly.
Hong Kong's fair trio.

The passing of China New Year will be welcomed, if for nothing else than the hope that it will mean a cessation of the petty thieving which has been so rife in the Colony during the past month. Never have thieves been so persistent as those who have been doing business in Kowloon, visiting the same houses over and over again.

Life in Hongkong is not too strenuous these days. China New Year may not appeal to the commercial man whose business is brought to a standstill for several days, but it has delights for the large number to whom it brings a change from the daily routine, and of course it brings joy to the Chinese who give themselves up whole-heartedly to its many pleasures.

The man who has tips to give away is being sought at present by the unenlightened who have not followed the training times, but few people have yet learned that tips which are usually given gratuitously are worth little. There seems to be a good deal of truth crystallised in the remark of the philosopher that mankind like to be deceived. If this be not so, why do so many folks patronise the races or get married?

Which reminds me. A party to certain litigation at the Supreme Court on Saturday, on being questioned if he had not done a certain thing in consequence of a disagreement with his wife, replied "Produce the couple who have not had a difference of opinion and I will put them on show." Evidently a comedian knows more than the comedy of life.

The Star Ferry, which is as a rule very considerate to its patrons, might do something to earn the gratitude of ladies by having the gangways on their launches made solid. There was a delicious little comedy witnessed the other evening when a lady, boarding a launch, found the heel of one of her shoes stuck in a hole in the gangway. She could not extricate it and had to step on board leaving her shoe in the hole. However, her escort was able to hand it over. The people on board enjoyed the spectacle. Perhaps the Company will not overlook the suggestion.

The visit of the Japanese battleship squadron is full of interest to Hongkong, for, apart from the attention which is likely to be bestowed on the four vessels which formerly flew the Russian flag, the personnel of the detachment is particularly attractive. One of the features of the Squadron is a band on the flagship, which plays Western music as well as many Occidental combinations of instrumentalists, and several of the ladies and gentlemen who attended the reception at the City Hall had the pleasure, unique in Hongkong, of dancing to music played by a Japanese band. Though none of the Japanese residents in Hongkong took the floor on Saturday night, I recall their first appearance in the ball-room some four years ago when, under the instruction of the late Mr. Donaldson, they participated in the dance given by the Japanese community in honour of the Emperor's Birthday.

Complaints have reached me regarding the danger of horsemen riding along Bowen Road. This is a favourite walk both for children and adults, and the practice exposes them to some risk, but in their own interests horsemen should be prohibited from riding along that road. Were the animal to be startled there is every probability of horse and rider falling over the precipice.

Of late we have heard much about the abandonment of the queue in China, but the objections to the proposal have never taken such a quaint form as the recent memorial sent by the Grand Councillors to the Prince Regent showing the disadvantages of the step. It reads: "Foreigners are in the habit to place detectives in China and report to their home governments not only political and military matters, but everything relating to the Government and people of the Empire. So far, the queue has been a pestilential problem to these spies, because if they wished to obtain accurate reports concerning secret matters, they had to disguise themselves like Chinese from head to foot. Again, when the Chinese police was to detect the foreign spies, an advantage existed to dissemble them by finding out the cleanliness or not of the queues they wore. But, if the Chinese cut off their queues and discard their national costumes, a great facility will be given to the foreign detectives, because there is no longer any necessity for them to adopt disguise, and China's secrets will all be detected by their skilful reconnoitring. This is a matter that needs a grave consideration." Artless, isn't it?

It is interesting to recall that not so long ago the queue was worn in Britain, and in days not very remote gallants sported the *pigtail*, as it was called. In the course of my reading the other day I came across a story told in connection with reminiscences of a certain inn at Laurencekirk. The landlord, Mr. Crean, was distinguished in the county as one of the few men who continued to wear a *pigtail*. On one occasion, Lord Dunmore, who also still wore the queue, halted for the night at this inn. When the host left the room after taking orders for supper, Lord Dunmore turned to his valet and said, "Johnstone, do I look as like a fool in my *pigtail* as Billy Crean does?" "Much about it, my Lord," was the valet's imperious answer. "Then," said his Lordship, "cut off mine to-morrow morning, when I dress."

The eating of apples to wean alcoholics from their various beverages is being discussed in America. I am not sure what reason the original inhabitants of the Garden of Eden had for eating apples. Anyhow, the theory is not a new one, but interest in the subject has been revived by the declaration of Dr. Samuel Bailey "that the loss of appetite for tobacco is limited by the use of apples, and I am convinced that any man who is a lover of whisky and is in a condition when he thinks he must have a drink, can, if he eats an apple, assuage his craving." Much, I imagine, depends upon the quality of the apples. But let the good news be published abroad, Mr. Editor, and don't be troubled with the reflection that if a man is now seen eating apples he will be immediately suspected of trying to cure himself of alcoholism.

RODERICK RANDOM.

LOCAL SPORT.

RESULTS AT A GLANCE.

LEAGUE CRICKET.

Craigengower, 174. K.K.C., 106.

Kowloon, 132. Civil Service, 131.

Telegraphs, 176 Police, 73

for 5 wickets

SHIELD FOOTBALL.

B.E. 3. Astraea, 5.

King Alfred 1. B.G.A. 0.

LEAGUE CRICKET.

H.K.C.C. "A" v. CRAIGENGOWER.

This match was played on the ground of the Hongkong Cricket Club on Saturday, the result being a draw. Craigengower representatives contributed a total of 174, and when time was up the home team's score stood at 106 for seven wickets. Scores and analyses were—

CRAIGENGOWER.

W. H. Vivian, b Robins, b Lith. 13

H. W. Petersen, b Makin, b Sharpin 14

R. F. Lamerton, b Makin 25

G. A. Hancock, b. Wm. 12

E. A. Carvalho, b Makin 17

J. D. Noria, c & b, 5 wickets 33

L. E. Lamerton, b. Lith. 10

E. R. Ross, not out 23

H. Rapp, c Irving, b Lith. 1

P. Currie, b Makin 2

Extras 16

Total 174

Bowling Analysis.

O. M. R. W.

Lith. 16 1 33 4

Sharpin 9 0 27 1

Makin 6 1 32 5

Robinson, c Noria, b Lamerton 33

E. R. Ross, not out 23

H. Rapp, c Irving, b Lith. 1

P. Currie, b Makin 2

Extras 0

Total (for 7 wickets) 106

Bowling Analysis.

O. M. R. W.

Hancock 8 0 45 3

Currie 12 0 16 1

L. E. Lamerton, b. Lith. 14 0

E. R. Ross, not out 14 0

Extras 2 0 7 1

KOWLOON v. CIVIL SERVICE.

This match at King's Park on Saturday proved very interesting. The visitors, batting first, on the fall of the seventh wicket declared their innings closed for 131, but Kowloon, although losing the seventh wicket for a less figure, ran up the score till they secured the winning run. Scores—

CIVIL SERVICE.

P. T. Lambie, b Somerville 38

E. C. Witchell, b Curwen 0

A. R. Sutherland, his wicket, b Brown 2

A. R. Eaves, b Curwen 42

H. J. Jackson, c & b, Wm. 53

J. McLean, not out 47

E. Wilson, b Brown 2

L. E. Brett, c Williams, b Brown 2

A. M. Thornhill, J. Mackay and A. G. File did not bat

Extras 5

Total for 7 wickets 131

Bowling Analysis.

O. M. R. W.

Curwen 10 1 33 2

Weser 11 0 32 3

Brown 4 0 30 1

Somerville 0

KOWLOON.

E. J. Sutton, b Brown 5

J. V. Douglas, c & b, Jackson 25

W. L. Wessner, c & b, Curwen 4

Lient. Bambridge, b Brett 2

A. O. Brown, b Sutherland, b Lambie 23

H. E. Eaves, b Brett 27

D. J. McKenzie, not out 5

W. T. Elson, not out 5

P. Curwen, b Somerville and O. G. Williams did not bat

Extras 12

Total for 7 wickets 133

Bowling Analysis.

O. M. R. W.

Brett 14 1 46 3

Witchell 10 1 30 1

Jackson 6 1 18 1

Eaves 4 0 13 0

TELEGRAPHES v. POLICE.

This match played on Saturday resulted in a win for the Telegraphes, who thus avenged their defeat this season. The Police tried to play out to time and make a draw, but were dismissed with eight minutes to spare. The Telegraphes closed their innings at 176 for five wickets and the Police were all out for 78.

H.K. SHIELD FOOTBALL.

R.E.C. v. H.M.S. "ASTRAEA."

The Sappers won the toss and elected to play with the sun behind and the breeze in front. The sailors opened strongly, and early made the acquaintance of the opposing endocrinian, but the strong sun and an over-eagerness when within shooting range, spelled their best chance. Following on a long bombardment of their goal the military quintette was set going from a long kick by Boardman, and Blackwell cleverly converted a pass from Ormond, putting the Sappers one up. From the place kick the sailors were down on the R.E.C. goal, but the forwards were too eager with their shooting, and in consequence Barber was seldom tested. Blackwell added another

for the Sappers, but the point was ruled outside and no further scoring taking place, the teams turned over with the score R.E.C. 1, Astraea, 3. Re-commencing with the wind at their backs the Sappers did exceedingly well, and ten minutes from time were leading by three goals to one. The sailors then seemed to get a new lease of life and, to the surprise of everyone equalised before the whistle sounded. Final score R.E.C. 3, Astraea, 3. A protest was lodged immediately after the game by the R.E.C. against disrepute playing an ineligible player.

ARMY AND NAVY SHIELD.

KING "ALFRED" v. R.E.C.

This match took place on the Club Ground on Saturday afternoon before a large crowd of spectators. It will be remembered that last week these same teams met in the Hongkong Shield, when the Gunners were defeated for the first time this season. The wound had not healed to heal the soldiers, although still further handicapped by the unexpected inability of Walker to play, went on the field determined to have full revenge. The teams lined up as follows:

King Alfred—Tugwell; Carlyle and Hawe; Richardson, Bevan and McBoat; Hobbs and Evans; Fleming; Lee and Steele.

R.E.C.—Beasley; Oxley and West; Walker; McGregor and Howitt; Crump and Ansell; Watt; Stapleton and Bellis.

The sailors kicked off, and after some manoeuvring Lee and Hobbs took the leather well into the Gunners' goal area and Fleming tested Beasley. Bentley was a trifle lucky to save the shot, as he was shortly afterwards with a shot by Lee, which bounded between the goal-keeper and the post several times before a clearance was effected. Crump rapidly transferred play to the opposite end and after beating about half-a-dozen on the run was hauled by one of his own side with the goal and goal-keeper at his mercy. Play then continued to be very much in favour of the flagship team, but bad luck seemed to attend the shooting of the forwards and the advantage counted for nothing. The trickery of the sailors on the ball was very amusing and seemed to be greatly appreciated. This was especially the case with Fleming, as each time he got the ball the fellow which is always with us would audibly. A corner kick almost gave King Alfred the opportunity they had been working for, but just when a goal seemed certain Steel foisted his shot and the ball went past. Just before the interval Bellis tested Tugwell with a magnificent shot, and the latter was rather slow in clearing, with the result that Watt was on him, but he was too eager, and another opportunity was lost.

Half-time arrived without any scoring. From the re-commencement it was evident that the Gunners meant business, and Tugwell had his hands full stopping shots from Crump and Watt. A clearance being effected Fleming carried the ball to within shooting distance and brought Bentley to his knees to save his shot. A free kick against Beasley for carrying the ball was well placed by Fleming, and Hobbs hooked the sphere into the net. With only a few minutes to go a shot by Crump gave Tugwell all he knew to save, and the ball in rebounding between the post and Tugwell was nearly through—to near that a dozen players appealed for a goal. Mr. Gregory, after consulting his linesman, refused to allow the point, and although the decision did not meet with universal approval, it was most decidedly a just one, as both linesmen were in a position to judge. The Gunners tried hard to equalise, but Tugwell came out on top with flying colours, and the game ended in a win for the sailors by one goal to nil.

MURKIN v. MARINES.

This game did not take place, the Marines being unable to raise a team.

LEAGUE FOOTBALL.

REPORT BY MR. H. H. J. GOMPERTZ (PULSE JUDGE).

SECOND DIVISION.

There were no matches played in this competition on Saturday. Mosley scratched to 27 Coy., and he had decided to withdraw from the competition; A. Coy. v. B. Coy. match was postponed; and the referee failing to turn up for the R.O.C. 88 Coy. match they decided to play off a friendly.

INTERPORT MEETING.

The New Year meeting at Swatow between representatives from Hongkong and Swatow has resulted in a double victory for the home men, who won at cricket by 66 runs and came off victorious at football by five goals to one.

LAWN TENNIS.

The final in the handicap lawn tennis tournament in connection with Kowloon Bowling Club was played on Saturday afternoon between B. Lapaloy and T. Ramsay. The former won by 6/4, 3/6, 9/7, 6/2.

MARRIAGE OF REAR-ADmirAL DE HORSEY.

Rear-Admiral de Horsey, well-known on the China Station as captain of the *Monmouth*, was married recently, and the announcement evoked the following from a home paper:—The announcement of the marriage of Rear-Admiral Spencer de Horsey will bring in many congratulations to his father, the veteran Admiral Sir Algernon de Horsey, K.C.B. Sir Algernon is Lady Cardigan's brother. It was his *Albion* that he held the Pacific command that brought the rebel Peruvian forces back to the nation, and compelled their surrender to the Peruvian authorities. There were questions in the House over this action which were disposed of by Mr. Attorney, Sir John Holker, in the Admiralty's favour. Sir Algernon subsequently commanded the Channel Squadron, and only went on the retired list in 1892.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: "Press" Codes: A.R.C. 6th Ed. Letter's P.O. Box, 53. Telephone No. 12.

NEW ADVERTISEMENTS



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of C. L. KOCH, late of Victoria in the Colony of Hongkong, Broker, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims against the above estate to the 10th day of March, 1910.

Creditors and claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 8th day of February, 1910.

J. H. KEMP,
Official Administrator.

284] THE SAYINGS OF CONFUCIUS,
TRANSLATED BY L. A. LYALL, OF THE
CHINESE CUSTOMS SERVICE. TWO
PAGES \$2.75.

In this New Translation of the LUN-YU Mr. LYALL tries to reproduce the rhythm and beauty, as well as the literal meaning of the original.

A short introduction gives some account of the life and times of Confucius, and brief historical notes explain the various characters mentioned in the text. No critical or explanatory notes are given, the object being to let the Book speak for itself.

Published by

Messrs. LONGMANS, GREEN & CO.,
London, E.C.

To be obtained from
KELLY & WALSH, LTD.,
Hongkong.

Hongkong, 14th February, 1910. [285]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAINT MERRIN, NAPLES, LEGHORN and GENOA, sic. VENICE and TRIESTE, all MEDITERRANEAN, AEGEAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMIRIA and MALLACA.)

THE Steamship
"ISCHIA"
Captain Belotti, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 14th February, 1910. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON"

Captain E. Tarabochi, will leave for the above places on SUNDAY, the 20th inst., at Daylight.

This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDEL, WIELEB & CO., Agents.

Princes Building, Hongkong, 14th February, 1910. [3]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 14th February, 1910. [4]

NEW ADVERTISEMENTS

BEAR IN MIND.

1. The First Consignment of a large and varied Stock of the latest style of PARISIAN COMBS specially selected by Mr. Sophie has arrived.

2. The most modern ELECTRIC HAIR-DRYING APPARATUS has been installed in our Ladies' Saloon.

3. The services of another FIRST-CLASS LADIES' HAIRDRESSER from Europe are available.

THE PARIS TOILET COMPANY, LTD.
No. 15 Queen's Road Central.
Hongkong, 14th February, 1910. [285]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1910, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.
J. H. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1910. [283]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Building, Connaught Road, on MONDAY, 21st February, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th till 21st February, both days inclusive.

By Order of the Board of Directors.
WM. JOLLY,
Secretary.
Hongkong, 14th February, 1910. [286]

HONGKONG ICE COMPANY, LTD.

THE TWENTYNINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Manager at 12.30 P.M. on SATURDAY, 26th instant, to receive a Statement of the Company's Accounts to 31st December, 1909, and the Report of the General Manager.

The TRANSFER BOOK of the Company will be CLOSED from the 16th Feb. to 26th Feb., both days inclusive.

By Order of the Board of Directors.
JARDINE, MATHISON & CO., LTD.
General Manager.
Hongkong, 9th February, 1910. [281]

FOR SALE

FOR SALE

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$4000.

CHINA EXPRESS CO.,
3, Duddell Street. [280]

FOR SALE

THE CUTTER Yacht "REYNHILDE," as she lies off AH KING, with all Gear and Stores, Bedding and Mess Traps on Board. Length over all, 42 feet. Beam, 10 feet 3 inches. Draught, 5 feet.

Lead Keel weighing 7,000 lbs. Teak Built. Copper Fastened.

New Sails Area about 1,100 square feet.

Large English-built Dinghy, Three Anchors, Chais, and Heavy Cables. Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LIEGE & ORANGE,
Prince's Building,
2, Des Voeux Road Central.
Hongkong, 31st December, 1909. [106]

FOR SALE

REMAINS Portions of MARINE LOOTING 31 and 36, at PRAYA EAST. Approximate Area, 4300 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
No. 285

EXTENSIVE WATER FRONTRAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD.
EIGHTH, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 6th June, 1908. [184/183]

GRACA & CO.,
27, Des Voeux Road.

Dealers in
ASIATIC POSTAGE STAMPS, AND
PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Postal Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [110]

NOW ON SALE

MAIL TABLES

FOR 1910.

Shows the date of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the date of return Mails.

Mounted on Card 30 Cents
On Paper 20.

On Sale at the Hongkong Daily Press Office.

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

TOMORROW (TUESDAY),

WEDNESDAY, THURSDAY, AND

SATURDAY (OFF DAY).

15TH, 16TH, 17TH AND 18TH FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price 7/- for the Meeting (excluding the off Day), or 5/- per day. Tickets for the off Day, 2/-.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [241]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

WEDNESDAY, THURSDAY, AND

SATURDAY (OFF DAY).

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T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [241]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

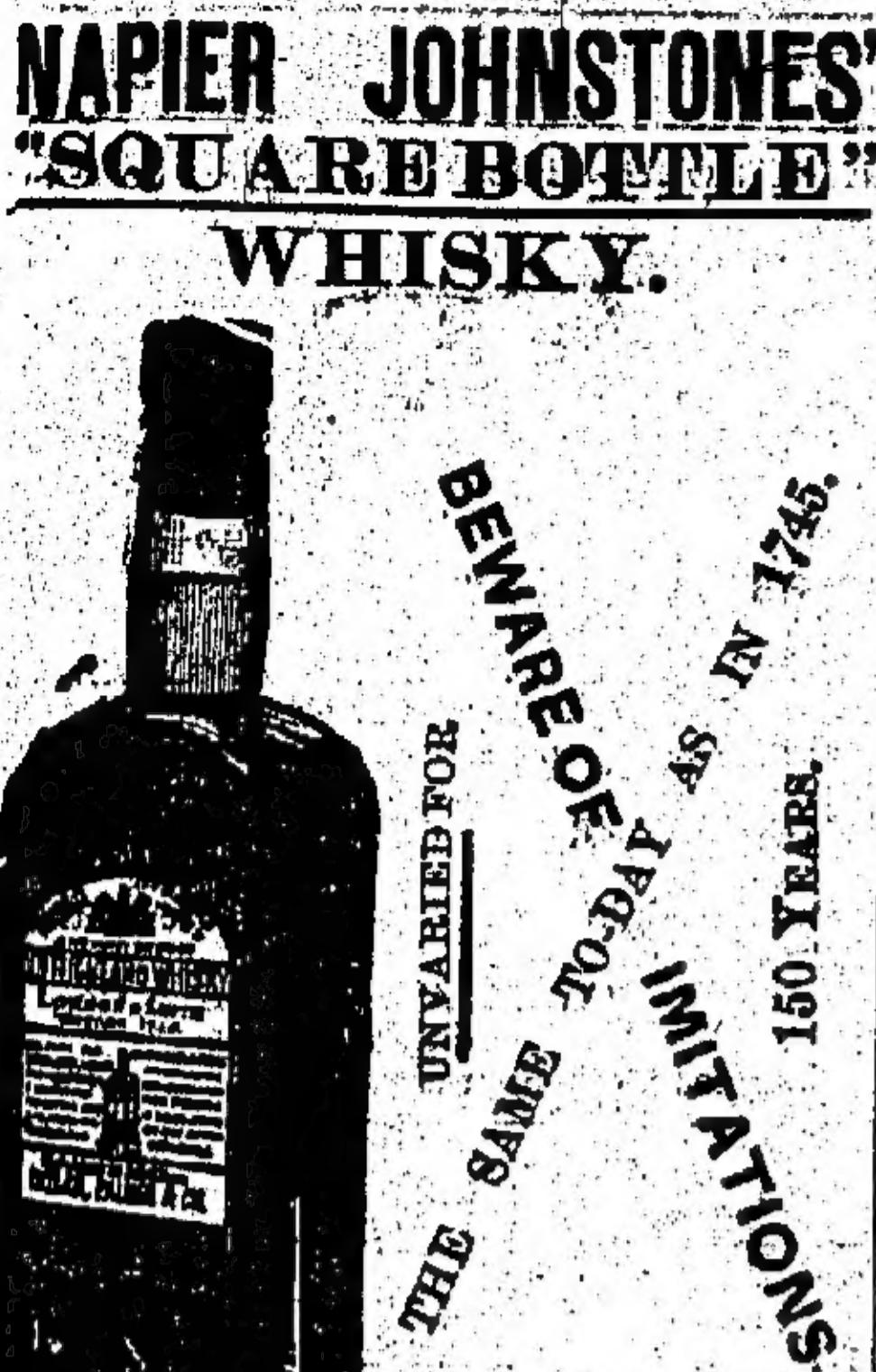
WEDNESDAY, THURSDAY, AND

SATURDAY (OFF DAY).

15TH, 16TH, 17TH AND 18TH FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price 7/- for the Meeting (excluding the off Day), or 5/- per day. Tickets for the off Day, 2/-.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNOLD KARBERG & CO.
5353 Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pigs, Lead, and Foundry Coke Importers. General Storekeepers and Ship Chandlers. Nos. 15 & 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SAMRIA"

Captain Müller, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to sale.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 6th February, 1910. [272]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CEYLON"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

E. A. HEWEITT,
Superintendent.
Hongkong, 11th February, 1910. [1]

NORDDEUTSCHE LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to risk.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 A.M.

All Claims must reach me before the 22nd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo

Ex. S.S. "BARBARIGO" from Venice via Port Said.

Ex. S.S. "SENEGAL" from Smyrna via Naples.

NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 11th February, 1910. [5]

COMMERCIAL NOTES.

THE COTTON INDUSTRY.
In his private cotton trade circular for the past year Mr. William Tattersall of Manchester, says that 1909 was the worst year for both spinners and manufacturers for over a generation. The prospects this year are poor, owing to high raw cotton values. He expects a dragging cloth demand until the fall of the year, when crop prospects may affect the market. The latest batch of stock-takings of spinning companies show a loss on share capital of 11.49 per cent. per annum.

RUBBER.
The Manager of the Balgownie Rubber Estates, Limited, reports Rubber Crop harvested during the month of January, 8,667 lbs. estimated dry. Corresponding month last year 3,847 lbs. dry. Total for first ten months of year 1909/10, 55,413 lbs. dry. Total for first ten months of year, 31,778 lbs. dry.

SHANGHAI TRADE.
Messrs. Albert & Co.'s latest Place Goods Market Report says—Although the near approach of the annual native settling-day has practically stopped business for the time being, the close of the year is marked by a healthy demand likely to take place when the market again re-opens after the interval. Outlets such as Chitoo and Tsingtao, from which enquiry has been absent for some time, are evincing some interest in fresh purchases, while Haikow and some of the more important Yangtze markets are also expected to be better customers than they have been throughout most of this winter.

The better prospects for the Chinese New Year have resulted in a few lines of favourite cloths that have run down to light stock, being indentured for with Manchester, but business of this kind has not by any means been of a general nature; the prices required being still much below those obtainable here nor does it appear likely that the basis at which this market can become an indenture upon its usual scale, can be reached for some time to come yet, for there is still a heavy stock being carried upon which can submit until forced to come in for further supplies.

A noticeable feature of the past year's trade has been the poor support which has been accorded to American Drills and Sheetings by the Northern markets. In former years the usual amount sent to Manchester outlets was reckoned at about 100,000 bales yearly, and while the prosperity which the last two years of good crops and a large export trade have brought to that part of the country might have been expected to lead to a largely increased import trade there, the contrary has taken place, the yearly consumption of these goods having now dwindled down to about 40,000 bales. That the demand is not changing is proved by the fact that Manchester has throughout the year been a good buyer of the native made sheetings woven from imported and local yarns, and the presumption therefore is that Japanese and native cloths are cutting American cloths, the 1909 Customs Returns showing an increase in the imports of Woollens, of native made sheetings from other parts of the Empire, by more than triple that of 1908.

The exports of Greys and Whites from England to Hongkong and China for January are the shortest on record for 25 years at least, and possibly a great deal longer, but we have not the necessary files for reference further back; with the single exception of 1901, which was just after the "Boxer" Rebellion. It is in fact only twice during the period referred to that the smallness of the present figures have even been nearly approached.

THE LEATHER MARKET.
Messrs. W. & C. Dunlop's Bradford market report for the 1st inst. says—A considerably better report of this district can be written for 1909 than was the case for the previous year, and the outlook remains hopeful. Trade all over the World has been gradually recovering from the severe depression experienced after the American financial crisis, the almost military exception being China, as those intimately connected with that market know only too well. Fashion for both men's and ladies' wear appears to have exceptionally favoured Bradford goods, and manufacturers, generally speaking, are busier to-day than they have been for a very long time. A noteworthy feature in the Bradford trade is the growing importance of the coloured fabric branch of the trade. Whereas a few years ago practically all the best class firms' goods that were required in colours were dyed on the Continent, it is now found that the most delicate shades can be produced equally well, if not better, at home. Business with the United States of America has considerably improved during the year, as will be seen from the figures at the head of this Report. Indeed, with the exception of China, and to a less extent India, the general trade of Bradford appears to have arrived at a normal condition again. That portion of the Bradford trade which is engaged on Cotton goods is not, it is true, in the same fortunate position as is that solely interested in wool. The falling-off is mainly due in this instance to the almost entire absence of demand from China, which accounts for a very large proportion of the whole; but seeing that the whole of the Cotton trade of the country has passed through one of the worst years of recent times, it is hardly to be expected that Bradford's portion of that trade should be an exception. With regard to China, there is no doubt that the heavy accumulation of stocks, and these are mostly Cottons, is gradually going into consumption. So far, however, the long looked-for improvement seems to be as distant as ever; but Silver, which has fluctuated within moderate limits, is rather at about 1d. above the price of a year ago, and this will no doubt tend to improve conditions. The heavy woollen district has been kept very busy of late, and in addition to the ordinary run of orders there have been some large Greek and Turkish Army contracts, which have given a great stimulus to the trade of the district. It will be seen from the foregoing that taken as a whole the position of those engaged in the staple industry in Bradford is a much pleasanter one than it was a year ago, and there is a much more cheerful feeling with regard to the future.

The statistics given in the report show the export of woollen and worsted goods to China and Japan for eleven months of 1909 compares with the exports in previous years as follows:—

1905	1916	1907	1908
China—	£ 105,837	£ 838,417	£ 911,186
Japan—	1,369,361	1,368,699	1,000,547
Total—	1,475,198	1,221,005	1,000,547

BILL'S ASBESTOS DEAL.

A circular was issued last month to the shareholders of the Bill's Asbestos Company, convening an extraordinary meeting for the 24th Jan. to consider a scheme of amalgamation with the United Asbestos Company. The Bill's directors have for some time recognised the necessity of extending the manufacturing facilities of the company, says a London contemporary, and they decided that the cheapest way was to absorb the United concern if matters could be arranged. Negotiations have now been brought to a satisfactory termination, and the assets of the limited company, amounting to £135,000, will be required for £75,000 5 per cent. Debentures, £19,573 Ordinary shares, and £11,000 in cash. The pur-

chase consideration will be applied as follows—Holders of the United Company's 10 per cent. non-cumulative Preference shares will receive an equivalent amount in 5 per cent. Debentures, while the 6 per cent. cumulative Preference will also be given an equivalent amount of three shares, now held, in satisfaction of arrears of dividend. The Ordinary shares of £5 each will receive eight new £1 Ordinary shares for every complete share, and the Deferred "B" shares on a new £1 Ordinary for every complete ten shares now held. Debenture holders will receive three-fourths of the amount of their present holdings in the United Com.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

Balance of working a/c as at 1st April	£26,941.54
Balanced	£77.33
BALANCE SHEET.	
Authorized capital 30,000 at £25 each	£750,000.00
20,000 shares at £25 each	£500,000.00
Calls on shares forfeited now belonging to the company	£160.00
Insurance account	£72,176.00
Sundry creditors	£55,708.76
Company's bankers	£8,519.18
	£866,664.54
Value of steamers Hub and Zafiro	£745,000.00
Value of HKong, buoy and mooring	£300.00
Value of Manila buoy mooring	£5,800.00
Value of Amoy buoy and mooring	£2,000.00
Less depreciation	£2,611.96
Value of coal on hand	£16,196
Proportion of prem. on current policies	£20,457.60
Sundry debtors	£22,611.98
Outstanding freight	£12,900.32
Cash in hand	£2,578.15
Balance of profit and loss a/c	£3,777.33
	£866,664.54



FOOD

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.



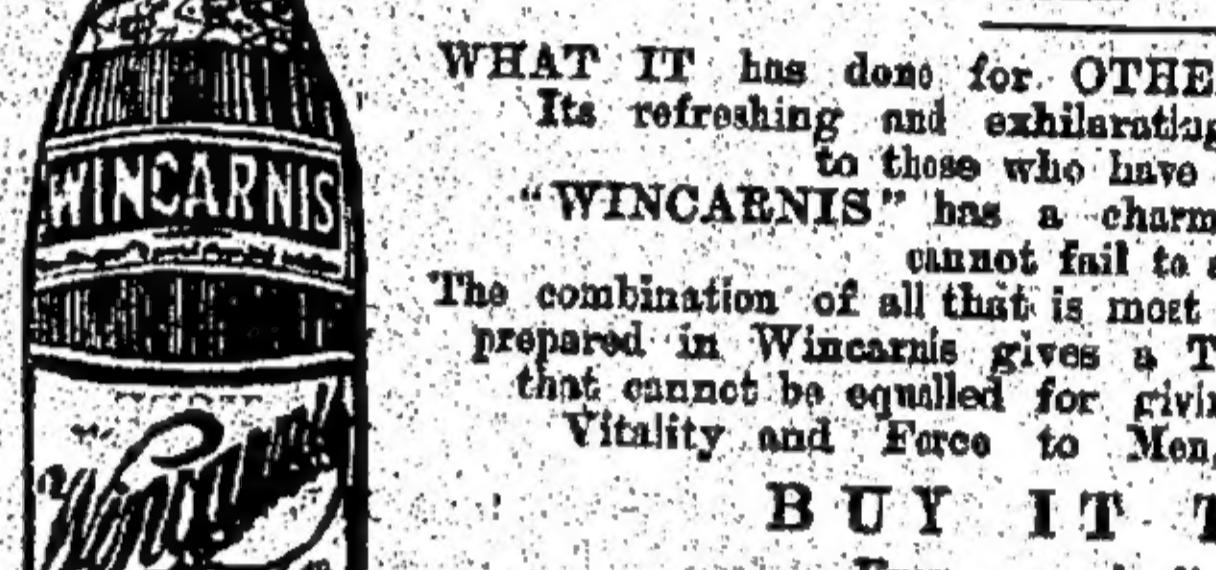
The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Fastest and most effective agent for regular use.

MAGNESIA



COLEMAN'S WINCAORNIS, THE GREATEST TONIC IN THE WORLD.



WHITELEY'S THE BIGGEST STORE IN THE WORLD.
HIGH QUALITY MODERATE PRICE. PROMPT ATTENTION.

General Illustrated Catalogue sent free on application.

Departmental Lists Free on Application.

John D. HUMPHREYS & SON, LONDON, W.

Hongkong, 18th August, 1909. [1033]

NO. 1 BRITISH AND MEXICAN INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121.50.

Authorised Capital £6,000,000

Subscribed Capital £3,675,000

Paid-up Capital £1,212,500

II. Fire Funds £3,204,753

The Underwriters, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 15th January, 1909. [1038]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE and LIFE ASSURANCE CORPORATION, LIMITED, is prepared to extend the benefits of its well-known "Home" Policy to Hongkong. Fire Risks also Accepted at Current Rates. For Prospects and Particulars apply to:

W. G. HUMPHREYS & CO., Agents.

Hongkong, 18th January, 1910. [1037]

A. TACK & CO.

26, DES VŒUX ROAD, CENTRAL.

THE LARGEST

PHOTO SUPPLIES

IN THIS COLONY.

DEVELOPING, PRINTING & ENLARGING UNDERTAKEN.

Hongkong, 4th February, 1910. [32]

SHIPPING.

ARRIVALS.
BOUILLON, French str., 97, Le Ball, 12th Feb.
SAIGON 8th February, Elco—Man Pat.
BUWAN MARU, Japanese str., 1,304 T. Yuzono,
12th February. Swatow 11th February.
General—Osaka Shosen Kaihisha.
CANTON, British str., 1,173, A. R. Anderson,
12th February. Chinkiang 7th February.
Peanuts—Buns & Co.

CHICAGO MARU, Japanese str., 3,032, I. Goto,
12th February—Moj 8th Feb., General—
Osaka Shosen Kaihisha.

CHIRILL, British str., 1,135, Lindberg, 13th
Feb.—Saigon 8th Feb., Rio—Butterfield
& Swire.

DAIJI MARU, Japanese str., 864, H. Maruyama,
13th Feb.—Swatow 12th Feb., Camphor—
Osaka Shosen Kaihisha.

FOOKLUNG, British str., 1,891, T. A. Mitchell,
12th Feb.—Yokohama and Moji 7th Feb.,
General—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 3,187, Midano,
12th Feb.—Moji 6th Feb., Coal—Milan
Bussan Yalba.

HALFARD, Norwegian str., 1,066, Andersen,
12th Feb.—Bangkok 4th Feb., Rice and
General—Ordon.

HIZUN, Japanese battleship, 12,562, Isidore
(Rear-Admiral Ushiro on board), 12th
Feb.—Takao 10th February.

IWAMI, Japanese cruiser, 13,516, Yamaguchi,
12th Feb.—Takao 10th February.

KWEITANG, British str., 1,044, M. Dowson,
13th Feb.—Saigon 6th Feb., Rice—
Butterfield & Swire.

MACHEW, German str., 995, H. G. Zollner,
13th Feb.—Bangkok 2nd Feb., Rice—
Butterfield & Swire.

MINASA, Japanese battleship, 15,562, Tsujihi,
12th Feb.—Takao 10th Feb.

OCEANO, British str., 1,234, F. W. Davies, 12th
Feb.—Cobh 5th Feb., General—Dowdell &
Co.

PELIN, Norwegian str., 865, D. Hoehnider,
13th Feb.—Chinkiang 8th Feb., General—
Birno.

SACAMI, Japanese cruiser, 12,574, Kamimura,
12th Feb.—Takao 10th February.

SHIKISHIMA, Japanese battleship, 15,088, K.
Yoda (Vice-Admiral Kamimura on board),
12th Feb.—Takao 10th February.

SOSHU MARU, Japanese str., 1,805, T. Sugi,
12th Feb.—Amoy via Swatow 16th Feb.,
General—Osaka Shosen Kaihisha.

STUO, Japanese cruiser, 12,674, Tanaka, 12th
Feb.—Takao 10th February.

TAISHEUN, British str., 1,120, J. T. Lang, 12th
Feb.—Saigon 10th Feb., Elco—Bradley & Co.

TIMANI, Dutch str., 2,469, J. N. Bonman,
12th Feb.—Batavia 30th Jan., General—
Java-China-Japan Line.

TOULANE, French str., 3,704, G. Lancelot,
13th Feb.—Shanghai 11th Feb., Mail
& General—Thomas.

TINTAU, German str., 1,002, T. Steyenga, 12th
Feb.—Bangkok 1st Feb., Rice and Wood—
Butterfield & Swire.

YAMATO MARU, Japanese str., 1,916, S. Okao,
12th Feb.—Mikio 6th Feb., Coal—Milan
Bussan Yalba.

YUSHUN, Chinese str., 1,079, Wasserlund, 11th
February—Shanghai 8th February, Gen-
eral—Chinese.

DEPARTURE.

12th February.
LUMTOW, German str., for Shanghai.
NANGANG, British str., for Shanghai.
YUNNAN, British str., for Manila.

13th February.

AMIGO, German str., for Hollow.
CYTTON, British str., for Shanghai.
C. DEDERICHSEN, German str., for Hollow.
DALIN MARU, Japanese str., for Tamsui.
HAIKUM, British str., for Swatow.
SEASTOUR, British str., for Shanghai.
TYDEUS, British str., for Shanghai.

VESSELS IN DOCK.

February 12th.
KOWLOON DOCK—H.M.F.M.S. Batuha
Amala, Eto Lima, General Levator, H.I.C.M.S.
Kuang Ho, U.S.S. Wilmington, U.S.S.
Colos, Montague, Kung Sun Lee, Prometheus,
Tuscon.

TAIKOO DOCK—Taisho, Neucheng, Kansu,
St. Enrich, Shachien, Shantung, Kaisong, Union
Water Boat No. 8 and 9, Chinkiang, Nanchang,
Sui Cheong, Ocean.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
TIUMA AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking cargo at through to the BRASIL,
to PERUAN GOLF, RIO SEA, BLACK SEA,
VENICE, LEVANT and ADRIATIC PORTS).
THE Company's Steamship

"VORWAERTS."
Captain Bednarz will be despatched as above
on SATURDAY, the 26th Feb., P.M.

This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to RADER, WEILER & Co.,
Agents, Prince Building,
Hongkong, 31st January, 1910. [25]

EGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
"PATHAN" about 20th Feb.
For freight and further information apply to
DODWELL & CO., LTD.,
Agents, Hongkong, 2nd February, 1910. [25]

"SHIRE" LINE OF STEAMERS, LTD.
For LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"CARMAETHENSHIRE,"
Capt. E. L. Daniels, R.N.R., will be despatched
as above about the 1st March.

For freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents, Hongkong, 1st February, 1910. [25]

To maintain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL
(With Liberty to call at the Malabar Coast.)

"MUNCASTER CASTLE," On 1st Feb.

For Freight and further information
apply to SHEWAN, TOMES & Co.,
General Agents, Hongkong, 8th February, 1910. [189]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"OCEANO."

FROM HONGKONG.

ON FRIDAY, the 12th FEBRUARY.

FOR VANCOUVER DIRECT.

To be followed by the
KUMERIC ... 10th March.
AYMERIC ... 7th April.
SUVERIC ... 5th May.
OCEANO ... 2nd June.

Bills of Lading issued to Victoria, Vancouver
and Overland Points in Canada and the United
States, also West Indies.

For further information regarding rates of
freight etc., apply to CANADIAN PACIFIC RAILWAY CO.,
Hongkong, 3rd February, 1910. [256]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His
Majesty's Mail, will be despatched from this
for Bombay, So. on SATURDAY, the
19th February, 1910, at Noon, taking passengers
and cargo for London, etc., will be conveyed
via Bombay by the R.M.S. "ROYAL," das-
to London on the 1st April, 1910.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars apply to E. A. HEWETT,
Superintendent, Hongkong, 7th February, 1910. [1]

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"CAIRNAVONSHIRE."

Captain W. Gregory, will be despatched
above about 21st February.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents, Hongkong, 17th January, 1910. [186]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK
(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE."

will be despatched for the above Ports
on TUESDAY, the 6th March, 1910.

For Freight or Passage, apply to
AENHOLD, KARRELL & Co.,
Agents, Hongkong, 1st February, 1910. [246]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO
LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE."

Offering Superior Accommodation for
First Class Passengers, will be des-
patched from HONGKONG as above
about BEGINNING OF MARCH.

FARE TO LONDON ... £25.

A Stewardess and fully qualified
Doctor are carried.

For further particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Agents, Hongkong, 14th December, 1909. [102]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

MONTHLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

MONTHLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

STRAITS

TO HONGKONG

1. From Hongkong, TUESDAY, 15th Feb.

2. EMPRESS OF INDIA "Sat.", 26th Feb.

3. EMPRESS OF JAPAN "Sat.", 26th Mar.

From Quebec.

4. EMPRESS OF CHINA "Sat.", 23rd April.

5. EMPRESS OF INDIA "Sat.", 13th May.

6. MONTAGUE "TUESDAY, 24th May.

7. Empress "St. John, N.B.

8. MONTAGUE "TUESDAY, 15th June.

9. Empress "St. John, N.B.

10. MONTAGUE "TUESDAY, 22nd June.

11. MONTAGUE "TUESDAY, 29th June.

12. MONTAGUE "TUESDAY, 5th July.

13. MONTAGUE "TUESDAY, 12th July.

14. MONTAGUE "TUESDAY, 19th July.

15. MONTAGUE "TUESDAY, 26th July.

16. MONTAGUE "TUESDAY, 2nd Aug.

17. MONTAGUE "TUESDAY, 9th Aug.

18. MONTAGUE "TUESDAY, 16th Aug.

19. MONTAGUE "TUESDAY, 23rd Aug.

20. MONTAGUE "TUESDAY, 30th Aug.

21. MONTAGUE "TUESDAY, 6th Sept.

22. MONTAGUE "TUESDAY, 13th Sept.

23. MONTAGUE "TUESDAY, 20th Sept.

24. MONTAGUE "TUESDAY, 27th Sept.

25. MONTAGUE "TUESDAY, 4th Oct.

26. MONTAGUE "TUESDAY, 11th Oct.

27. MONTAGUE "TUESDAY, 18th Oct.

28. MONTAGUE "TUESDAY, 25th Oct.

29. MONTAGUE "TUESDAY, 1st Nov.

30. MONTAGUE

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO MAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA	SUNDA Capt. R. A. Peters	About 17th Feb.	Freight and Passage.
SHANGHAI	DELTA Capt. R. W. H. Snow	About 18th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.M.L.	Noon, 19th Feb.	See Special of CALLY.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	NYANZA Capt. H. S. Bradshaw	About 23rd Feb.	Freight and Passage.

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th February, 1910.

**CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
MANILA, HOIHOI and HAIPHONG	TEAN "BINGAN"	On 15th Feb., 3 P.M.
SHANGHAI	CHINAN LINAN	On 16th Feb., 10 A.M.
SHANGHAI	TAMING ANHUI CHINHUA	On 17th Feb., 4 P.M.
MANILA	ANHUI	On 20th Feb., Daylight
SHANGHAI	CHINHUA	On 22nd Feb., 3 P.M.
MANILA, THURSDAY ISLAND, COCK TOWN, CATS, TOWNSVILLE, BRISBANE, SYDNEY	CHANGSHA	On 24th Feb., 4 P.M.
& MELBOURNE	S.S. LINIAN and S.S. SANUL	On 27th Feb., Daylight
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5TH TO 14TH FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th bound for Hongkong. Special Reduced return fare of 55/-

SHANGHAI LINE.—
EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHINAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Xiamen and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$60 RETURN.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1910.

TELEGRAMS 36.

For Freight or Passage apply to—

Hongkong, 14th February, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Wednesday, 15th Feb., Noon.
SHANGHAI	CHOYSANG	Thursday, 17th Feb., Noon.
SANDAKAN	MAISANG	Friday, 18th Feb., Noon.
MANILA	LOONGSANG	Friday, 18th Feb., 4 P.M.
SHANGHAI	WEEHENG	Saturday, 19th Feb., Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Tuesday, 22nd Feb., Noon.
MANILA	YUENSANG	Friday, 25th Feb., 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 8th Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telegrams No. 215, S.A. Exch. 4.

Taking Cargo on through Bills of Lading to Kulat, Lahad, Data, Simporna, Tawau, Jessikan, Jessikan and Lubuan.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 14th February, 1910.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS TO SAIL.

"HAITAN" Capt. J. S. Roach { SWATOW, AMOY and FOOCHOW. { TUESDAY, 15th Feb., at 10 A.M.

"HAIYANG" Capt. A. E. Hodges { SWATOW, AMOY and FOOCHOW. { FRIDAY, 18th Feb., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swallow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 9th February, 1910.

(9)

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE "YEDDO" About 20th February

COPENHAGEN and BALTIK PORTS "INDIEN" End of February

For further Particulars apply to—
MEICHERS & CO., AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICES FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KORE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

1910.

S.S. KYO MARU ... 27,000 tons gross ... Sail Feb. 22nd, at Noon.
S.S. BUOY MARU ... 10,000 ... April 27th, at Noon.
S.S. HONGKONG MARU ... 11,000 ... June 25th, at Noon.
S.S. KYO MARU ... 17,000 ... Aug. 24th, at Noon.
S.S. BUOY MARU ... 10,000 ... Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 ... Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager,
TOYO KISEN KAISHA, King's Building,

Hongkong, 31st January, 1910.

(42)

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS TONS. SAILING DATES.

MISHIMA MARU 9,000 WED'DAY, 16th Feb., at Daylight.

KAGA MARU 7,000 WED'DAY, 2nd Mar., at Daylight.

ATSUTA MARU 9,000 WED'DAY, 16th Mar., at Daylight.

TAMBA MARU 6,500 WED'DAY, 16th Mar., from YOKOHAMA

VICTORIA, B.C. & SEATTLE AWA MARU 7,000 TUESDAY, 29th Mar., at Noon.

NIKKO MARU 6,000 THURSDAY, 17th Feb., at Noon.

KUMANO MARU 7,000 FRIDAY, 18th March, at Noon.

KUMANO MARU 6,000 WED'DAY, 16th Feb., at Noon.

MIYAZAKI MARU 9,000 THURSDAY, 17th Feb., at Noon.

SHINANO MARU 7,000 SUNDAY, 20th Feb., at Noon.

BOMBAY via SINGAPORE BOMBAY MARU 5,000 TUESDAY, 22nd Feb., at Noon.

COLOMBO ... 5,000 CAPT. W. Evans, TUESDAY, 22nd Feb., at Noon.

SHANGHAI, MOJI and KOBE TAKASAKI MARU 6,000 THURSDAY, 24th Feb., at Noon.

For fitted with New System of Wireless Telegraphy. * Carrying Deck Passengers.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER.

Hongkong, 14th February, 1910.

(13)

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMERS TONS. CAPTAIN PORT SAILING DATE.

ZAFIRO 2540 R. Rodger Manila On 14th Feb., 5 P.M.

RUBI 2540 A. Fraser Manila On 19th Feb., Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & CO., General Managers.

[12]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bales to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseille, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For HAVRE & HAMBURG: S.S. SEGOVIA ... 10th March.

For ROTTERDAM & HAMBURG: S.S. GAMBIA ... 15th March.

For MARSEILLE & HAMBURG: S.S. SLAVONIA ... 15th March.

For HAVRE & HAMBURG: S.S. SAXONIA ... 27th March.

For HAVRE & HAMBURG: S.S. SPECIA ... 1st April.

Further Particulars apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th January, 1910.

(11)

THOS. COOK & SON, TOURIST, STEAMSHIP & FOEWARDING AGENTS, BANKERS, &c.

